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All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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The Daily Press.

HONGKONG, MAY 24TH, 1911.

The twenty-fourth day of May is now observed, in some form or other, in all British Colonies as well as in the United Kingdom, as Empire Day. The movement, which was initiated but a few years ago by the EARL OF MEATH, is yet in its infancy, but the facts as to its growing observance quoted by his lordship in the letter published in the Hongkong Daily Press of April 28th show it to be making very great progress indeed. Last year owing to the sad loss sustained by the nation, through the death of KING EDWARD VII., many of the arrangements made for the ceremonious observance of “Empire Day,” or “Victoria Day” as it is called in some parts of the Empire, were either abandoned or postponed, but if his Majesty had lived, Lord MEATH wrote, that the day would have been kept in a more extensive manner than in any previous year, as from reports received it would have been observed in the United Kingdom in 19,965 Schools, Training Colleges, and Institutions, with an average attendance of 4,104,980 scholars; whilst in the Overseas Dominions it would have been kept in some 36,000 Schools, Training Colleges, and Institutions, with an attendance of about 3,750,000 scholars; making a total throughout the Empire of some 50,000 Schools, Training Colleges, and Institutions, with an attendance of 7,960,000 scholars. Over 8,000 sermons and addresses, emphasising the higher aims of the movement, were delivered on Sunday, May 22nd, or on some other day not removed from that date.

It is confidently believed that the figures given above will be largely increased this year. With such statistics as these before us, it is unnecessary to dilate on the great educational value of the movement. We all know how real is the need for this education at home as well as in the Overseas Dominions of the Crown. Statesmen are learning more and more the importance of “thinking Imperially” and this movement, which knows no Party and no Sect, and is non-aggressive in character, is assisting that very desirable end in a most potent direction by the appeal it makes for a universal observance within the Empire annually of an “Empire Day.” In Hongkong, as elsewhere, each year sees the day more widely observed. The great privileges and responsibilities of Empire are emphasised in our schools and our churches. The Empire Day Movement makes a special appeal to the young who, in the words of Lord MEATH, “in a few years’ time will be responsible for the righteous governance of the 400 millions of peoples who are to be found within the confines of the Empire.” We publish to-day a report of some interesting proceedings at Queen’s College yesterday when the scholars were addressed by the Headmaster as well as by H.E. THE GOVERNOR on the subject of Empire, and the duties and responsibilities it imposes on all British subjects who value their great heritage. To-day commemorative services, intended primarily for the children of the Colony, are being held in the Roman Catholic Cathedral as well as in St. John’s Cathedral, the address to Roman Catholic children (drawn from six schools in the Colony) being given by Bishop POZZONI, and the address to the Protestant children assembled in St. John’s Cathedral, by the Bishop of VICTORIA. Moreover Empire Day in Hongkong, as in most British Colonies, has become a recognised public and Bank Holiday. The object of the Empire Day movement is to preach the noble ideals represented by the watchwords of the organisation—Responsibility, Duty, Sympathy and Self-Sacrifice—and it is obvious that the interests of Empire must be strengthened and consolidated in proportion as British subjects the world over are educated and encouraged to work towards these ideals in all things affecting the unity, progress and development of the Empire.

There will be no meeting of the Legislative Council to-morrow.

Four additional cases of plague, three fatal, were reported yesterday, bringing the total up to 46.

Major-General Anderson, who has gone to Manila for a few weeks, will be the guest of Governor-General Forbes at Baguio.

The Hongkong Cricket Team will leave for Shanghai on Friday, at daylight, by the s.s. Delhi, and not by the Arcadia as previously announced.

At the Magistracy yesterday Mr. Hazeland sentenced a Chinese to one year’s imprisonment with hard labour and four hours’ stocks for returning from banishment.

For allowing mosquito larvae to breed in his soy factory at No. 2, Davis Street, West Point, Mr. Wood at the Magistracy yesterday ordered a Chinese to pay a fine of \$20.

On Thursday evening Dr. J. C. McCracken will give a lecture at the Chinese Y.M.C.A. on “Pennsylvania University.” Dr. McCracken, a graduate of the above institution, is head of the “University Medical School” in Canton, which is making rapid progress in training Chinese young men in the medical profession. Dr. M. H. Chau, another graduate of “Pennsylvania,” a dentist with offices in Hongkong, will be adjourned, and bail was allowed in the sum of \$4,000 for each defendant.

Before Mr. Hazeland at the Magistracy yesterday afternoon an inquiry was opened into the circumstances surrounding the fire which occurred in a piece goods shop at 43, Wing Lok Street on April 30th. Mr. M. Reader Harris represented the Wah Chung Leung Kee and other occupants of the premises at the time of the fire, and Mr. W. E. L. Shenton appeared on behalf of the Prussian National Insurance Co. of Stettin, for whom Messrs. Garrels, Borner & Co. are the local agents. The hearing was adjourned.

Another armed robbery is reported from the New Territory. A shop coolie from Sapokong has informed the police that at 11 p.m. on the 21st instant the door of a salt shop in the village mentioned was forced open and four armed men entered. One, who carried a musket, mounted guard at the door, while the other three, who were armed with knives and revolvers, covered the master. The latter was seized by the queue and tied to the bed. Then the robbers ransacked the shop and secured money and clothing to the value of \$274, with which booty they departed by water for Chinese territory.

TELEGRAMS.

[Protected by the Telegraph Message
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[REUTER'S SERVICE TO THE "HONGKONG DAILY PRESS."]

CHINESE VICTIMS OF THE MEXICAN UPRIISING.

LONDON, May 23rd.
A telegram from Washington states that the Chinese Minister has instructed the Charge d’Affaires in Mexico to make strong representations concerning the killing of many Chinese including Mr. Lin, a banker, at Torreon, by the revolutionaries.

EMPIRE-GROWN TEA.

LONDON, May 23rd.
The House of Commons has rejected a proposal to make the duty on Empire-grown tea 4d. per lb (instead of 5d.).

REFORM OF THE LORDS.

LONDON, May 23rd.
Lord Lansdowne’s Bill for the Reform of the House of Lords passed the second reading without a division. Lord Haldane said the Bill was a great step forward.

COLONIAL PREMIERS WELCOMED.

LONDON, May 23rd.
The King welcomed the Colonial Premiers at Buckingham Palace, and mingled with the guests in the drawing-room after entertaining them to luncheon.

REVOLUTIONARY AGITATION IN PORTUGAL.

LONDON, May 23rd.
Reuter’s correspondent at Madrid states that reports have reached there from well-informed quarters that a more or less veiled but none the less real agitation reigns in Portugal.

THE CORONATION.

A member of the Queen’s College Staff has offered a prize, to be competed for by the Staff of Queen’s College for the best poem on the Coronation after the manner of Kipling’s “Recessional.” We understand that there is a condition that the winning poem must not be too long after.

We had hoped to be able to reproduce the various efforts in the Daily Press, but we find that in each instance the copyrights have been purchased by our enterprising young contemporary, *The Yellow Dragon*, (the College Magazine).

300 PASSENGER LIFT.

New York will, within a year, have a most remarkable building, costing £400,000, and designed exclusively as a house for the display of automobiles, motor-boats, aeroplanes, and the allied industries. There is a starting and landing track on the roof for flying machines, and a lake 60ft. by 125ft. also on the roof, for motor-boats. There is, too, an enormous goods and passenger elevator, 25ft by 25ft, designed for carrying an aeroplane, a large motor-boat, or 300 persons on each trip. In the basement there will be a famous “ratshakel,” seating 6,000 persons, to whom a full orchestra will discourse. The main floor contains shops, and the seven floors above are intended for show-rooms. One of the structural novelties will be a moveable floor the same size as the centre court of the building, which may be raised or lowered, thus permitting any large exhibition to have its main floor on the ninth storey, with the tenth and eleventh floors serving the purpose of balconies. The site proposed is Madison Gardens, and will cover an area about equal to that of the Agricultural Hall, Islington. Several brewing firms are finding the money, and, with one or two slight alterations, it is expected that the plans will pass New York’s building inspector.

NAVAL GUNNERY.

For what it may be worth, says the Naval and Military Record, one notes that the *Agamemnon*, the best ship in the whole of the Home fleet, scored 316 points, but this score appears low when contrasted with the 557 points of the *Farnese*, of the Atlantic fleet, or with the 430 of the *Minotaur*, flagship of the China station. The usually superior shooting of the China and Australian stations may be partially due to the atmosphere, but it is only during the summer months that the climatic conditions are favourable on the China coast. It will be prudent to make no decided comment upon this curious return, although there is no reason to suppose that the shooting of the fleet has declined.

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held yesterday at the Board Room. Mr. E. D. C. Wolfe presided, and there were present:—Hon. Mr. A. W. Brown (Registrar-General), Hon. Mr. E. A. Howett, Mr. A. Shelton Hooper, Dr. G. L. Fitzwilliams, Colonel Bedford (Principal Medical Officer), Mr. Lau Chu Pak, Mr. Ng Hon Tsui, Dr. F. Clark (Medical Officer of Health), Dr. J. W. Hartley (Assistant Medical Officer of Health) and Mr. W. Bowen Rowlands (secretary).

INSTRUCTIONS FOR THE HEAD OF THE DEPARTMENT.

A letter was read from the Government stating that His Excellency had been pleased to approve the amendment in the instructions for guidance of the administrative Head of the Sanitary Department suggested by the Board. This was in reference to the date for bringing the draft estimates before the Board.

NAVAL CANTEEN LATRINE ACCOMMODATION.

The following letter was read from the Government relative to the application for permission to erect 24 water closets at the Royal Naval Canteen:—I am directed to inform you that the Governor-in-Council is not prepared to consider the application forwarded in your letter of 12th April on account of the position of the sewer outfall. The expense of extending the sewer to deep water and the risk of damage to which it would be liable if so extended, preclude the possibility of carrying out such extension under existing circumstances. Should the applicants be able to suggest any solution of the difficulty, the Governor-in-Council is prepared to reconsider the matter.

Laid on the table.

FOOT AND MOUTH DISEASE.

The report of the Committee re the outbreak of foot and mouth disease at No. 9 shed, Sasebon Villa, was submitted. It showed that that body had to declare No. 9 shed free from foot and mouth disease.

The report was adopted.

MORTALITY STATISTICS.

The Mortality Statistics for the week ended April 29th showed that the death rate for the whole Colony was 19.8 per 1,000 as against 20.4 in the corresponding week of last year. The death rate for the civil population was 25.6 and for the Chinese population 20.0.

SHANKIWAN MARKET.

The PRESIDENT submitted a minute to which was attached a plan of the proposed additions to the market at Shanksian. The original marshaled structures together with the caretaker’s quarters were destroyed by fire on the 1st March, 1911, and it is now proposed to replace them by a permanent building.

The REGISTER-GENERAL minuted:—This alteration has been needed for years.

The PRESIDENT said that as Shanksian Bay would be reclaimed some time he suggested the simplest design possible so as to involve little expenditure.

The plan was approved.

A NEW BY-LAW.

The report of the Select Committee appointed to consider the proposed amendments to the Scavenging and Conservancy by-laws with reference to w.o.s. was submitted.

The report was approved, on the motion of Mr. LAU CHU PAK, seconded by Colonel BEDFORD.

THE CONSERVANCY CONTRACT.

A minute by the PRESIDENT relative to the draft Scavenging and Conservancy by-laws with reference to w.o.s. was read.

Mr. HOOPER minuted that he had no time to compare the proposed by-laws with the existing ones.

The PRESIDENT said he did not propose to ask the Board to consent to the by-laws that day, but he would like to have the matter discussed in committee so as to ascertain the views of members in order to enable him to prepare a draft.

Mr. HOOPER said he received the papers at 4 o’clock the previous day, and it was impossible to compare the proposed by-laws.

The PRESIDENT pointed out that it was found necessary to re-cast the by-laws before the committee could draft the new conservancy contract, which started in October.

The Board went into committee and considered the by-laws.

The PRESIDENT said that fresh by-laws would be presented at next meeting.

LATRINE ACCOMMODATION.

With reference to an application for permission to provide latrine accommodation at premises at No. 3, Duddell Street, Colonel BEDFORD proposed that the owners of the factory be prosecuted for not having complied with the regulations.

Hon. Mr. HESWELL seconded.

Mr. HOOPER moved as an amendment that no prosecution be ordered until after notice had been served.

Mr. LAU CHU PAK seconded.

Hon. Mr. BREWSTER moved the amendment, stating that people having become accustomed to an efficient Government department waited until their attention was drawn to the matter.

The amendment was carried by four votes to three.

THE OLD QUESTION.

Application was made for two w.o.s. and one urinal to be erected in premises in Dee Vouy Road to be opened shortly as a café.

The application was recommended for approval.

A similar application from the new Victoria Theatre in Dee Vouy Road was likewise approved.

We are informed that Messrs. John Begg, Ltd., Distillers, Balmoral, Aberdeen, and Glasgow, have again received the Warrant of Appointment as Purveyors of Whisky to His Majesty King George the Fifth. This firm first received a Royal Warrant of Appointment from the Queen Victoria in 1848. On her death the Warrant was renewed by the late King Edward the Seventh in 1901, and this fresh Appointment marks a continuity of over sixty-two years. The local agents are Messrs. Dady Burjer & Co.

Mr. R. E. F. Peill, who has been appointed to assist Dr. Livingston Hart in the Anglo-Chinese College at Tientsin, is the fourth son of the Rev. J. Peill, for 34 years a missionary of the Society in Madagascar. All four brothers devoted themselves to medical mission work in China, but the eldest, Dr. Arthur Peill, is dead. Mr. R. E. F. Peill is a graduate of Jesus College, and also studied at Mansfield College, Oxford.

THE STATE OF CANTON.

(FROM OUR OWN CORRESPONDENT.)

Canton is rapidly settling down into its normal condition and very little alarm now exists in the city. The wise action of the Viceroy in threatening with instant decapitation anyons’ found spreading disquieting rumours has had a most beneficial effect. Business is now being carried on as usual and the ordinary number of people is now seen in the streets. There are still augmented guards at the gates, but, except in very suspicious cases, searches are no longer made. I went with several Europeans for an extended walk in the city yesterday, but found nothing worthy of note, except at the North Gate, at which point we intended to ascend the wall and walk round to the West Gate. The chief of the guard asked us not to go up, as he had received orders not to let anyone go on the walls. We therefore went right through the old city and out at the West Gate. The Yamen of the late Tartar-General is closed and barred, and the West Gate the entrance has been divided by a rope with two divisions, those entering using one side and those coming out the other. Here again no searches were being made. On the road to the North Gate a number of police who were supposed to be on duty were only standing in a shop doorway playing chess with the tokens. Of all the gates many notices have been stuck up calling upon the people to preserve the peace and have no fear. The greatest difficulty in the city just now is the scarcity of rice and consequent high prices that are prevailing, and these are likely to rise still higher if the first rice crop is a failure, as many think it will be. For some reason or other the importation of rice from Kwong Sai has been prohibited, but as many of the troops on duty here are natives of the Western Kwong, the Viceroy has given orders that a large consignment of rice shall be brought down for the use of the troops, and Admiral Li has been entrusted with the carrying out of this commission. The Government seems to be doing everything in its power to make the troops happy and contented, and this is absolutely necessary, for upon the loyalty of the army depends the continuance of the present régime, at all events in this province. The Viceroy is also doing all he can to pacify the people. He has just issued a proclamation in which he tells them not to fear, for there is now no cause for alarm. He points out that on the river there are five warships, while in the camps outside the North-East Gates there are 14 regiments in full strength and several others within easy call of the city. Beside this force there are the Manchu Guards, the official bodyguards, and the newly-raised merchant troops, as well as the police. The notice also tells the people to fear no friction between the Kwong Tung and Kwong Sai troops

EMPIRE DAY.

CEREMONY AT QUEEN'S COLLEGE YESTERDAY.

PRESENTATION OF BADGES BY THE GOVERNOR.

Yesterday afternoon His Excellency—the Governor, who was attended by the Bishop of Victoria, Mr. E. A. Irving (Director of Education), and Captain Simon (Private Secretary), presided over a meeting of the scholars of Queen's College, and presented buttons to the boys of the senior class, who have been made prefects of the School. Prior to the presentation the Headmaster of the College addressed the boys on Empire Day, his address being translated into Chinese, as was also that of the Governor.

Mr. RALPH said:—I have asked you, Sir, to meet us in the Hall this afternoon to present to Class I. boys the Silver Badge of this College, which henceforth they will be privileged to wear. I would like to explain to the boys, Sir, with your permission, why I have chosen this particular day for the ceremony. Tomorrow, as you are all aware, is the day known as Empire Day, set apart as a holiday throughout the whole of the British Empire in order that all who belong to that vast Empire may be reminded of their privileges. I consider it appropriate that, as you are called together in order to learn of to-morrow's holiday, and the significance of that holiday, you should be reminded on this occasion, not only of your privileges, but of your duties as students permitted to wear a badge bearing upon it the arms of "The Empire." You have been addressed from time to time upon the subject of the British Empire; you have often been told and you have often read that "upon the British Empire the sun never sets." I sometimes wonder whether you really understand what that means. When Hongkong is wrapped in the darkness of night, some other part of our Empire is enjoying the mid-day sun. We might go further and say that there are very few hours of the day or night here when it is not noon-day in some British land. The ancients used to believe that the Sun was a large chariot of fire driven round the world. Let us for a moment imagine ourselves seated in this Sun-chariot, driving round the world to get a glimpse of the lands over which the British flag flies. Looking directly down from our Sun-chariot, then, as we leave Hongkong, we get a fleeting vision of Western Australia as we move swiftly on our course; almost immediately we see the Straits Settlements, then Burmah, then our great Indian Possessions—themselves an Empire within a greater Empire—and stretching away to the South a few scattered islands, prominent among them Mauritius and the Seychelles, dotted in the blue Indian Ocean. Now glancing northward again we see the dismal heights of Aden, then great tracts of territory extending from end to end of the vast African Continent. We pass by the Island of Malta in the Mediterranean; glancing down at Nigeria as we rush rapidly on. Next we look upon the Gold Coast—the tropical West African Colonies—Gibraltar, and farther north those cradles of our Empire's greatness, the British Isles. On again, and we gaze upon a vast stretch of water—the Atlantic Ocean—but before we lose sight of the British Home-land we see the flag again in South Georgia, a gloomy island far away in the Southern Seas; then Newfoundland (our oldest Colony), then the West Indies greet us, and to the south again the windswept Falkland Islands. North again, and for five hours we pass over the Dominion of Canada, "Our Lady of the Snows," one of the most flourishing of all our Possessions. During the next three hours we spy in the Pacific Ocean numerous little islands belonging to our Empire. Soon below us we see New Zealand; then the great Island Continent of Australia, second to none in the tale of Britain's daughters, and again innumerable small islands all round, while as we pass over Australia our own tiny little island of Hongkong comes into view once more. So in our rapid journey round the world we have never once lost sight of some portion—great or small—of the British Empire. The foundations of this vast Empire were laid in the reign of Henry VII., but by far the greatest development took place during the reign of Queen Victoria. It is fitting, therefore, that on the anniversary of her birth, the growth and glory of the Empire should bear year by year he celebrated. Queen Victoria ascended the throne of an Empire embracing 3½ million square miles; she handed it down to her illustrious son and successor, King Edward VII., with three million square miles added to it. When she began her reign, the Empire covered one-sixth of all the land of the globe; she handed to her successor a territory embracing nearly one-fourth of the whole of the globe. On this territory dwell 410 millions of people—more than one-fifth of all the world's inhabitants, people of every race and clime, of every religion, speaking innumerable tongues and living in various degrees of civilization. The story of the building of the Empire is far too long for me to tell to-day, but we can remember that the Empire is the result of the strenuous self-sacrifice of men and women of our race who have gone forth, regardless of dangers and difficulties, to carry the flag to every corner of the globe. And as new peoples have come within the fold of the Empire they have been shown by our Empire-builders and rulers that they can rest confident in the knowledge that Justice and Freedom and Peace will be established beneath the British rule. We are honoured in having with us this afternoon one of that great band of Empire-builders—a soldier who conquered savage tribes and

that he might bring to them the inimitable blessings of peace and civilization. I will now ask H.E. Sir Frederick Lugard to present the College Badges and afterwards to address you on your privileges and duties as students of Queen's College, a College maintained in this outpost of our Empire by the British Government for the education of all-comers—irrespective of nationality or creed.

HIS EXCELLENCE—Boys of Queen's College, the first time that I ever addressed you in this hall, now nearly three and a half years ago, I appealed to you to cultivate what I called public school form, and I am very proud and pleased to see that my words have been taken to heart by you, and have produced results. To-day I am about to present to the scholars of Class I.A. the silver button of Queen's College, and to-day a prefect also will be created. I approve of and I welcome this institution. I feel sure that they will not be meaningless decorations, but that the wearers of the button and the prefects of Queen's College will see to it that they are the leading lights in the school. You, senior boys of Queen's College, who will wear the button, and who are prefects of the school, are appointed to be the guardians of the good name and of the public school form of Queen's College, and your Headmaster looks to you, and I look to you, that you shall be vigilant and faithful guardians; that you shall set an example yourselves and see to it that all the younger boys in the school conform with the traditions of Queen's College. Let me recall to your mind what it was that I said to you some years ago about public school form and about *esprit de corps*. Those terms stand in the first place for a pride in your school, so that every boy in Queen's College believes that Queen's College is the best school in Asia, and he is determined that it shall beat all other schools. He is determined that neither he himself, nor any as he can help it, any other boy, shall bring any discredit on the school. He is determined that the traditions of the school be maintained in accordance with the code of honour that he represents. That schoolboy's code of honour in one which considers that no act which is mean or cowardly shall be tolerated, nor such acts as cheating, copying in examinations and bullying. It prompts him to own up when he is in the wrong, and not throw the blame upon someone else. It prompts him to see fairly and to play the game in all those dealings which school boys have with one another outside the class rooms. It makes the reason that appellant had brought a speculative action which ought to be discouraged his Lordship rightly refused to give appellant his costs.

The Chief Justice said to disturb an order of a Judge in summary was difficult. Sir Henry Berkeley submitted that the order should not be disturbed. Whether the Judge was justified in making the order he did depended upon the material before him at the time, but Counsel pointed out that the Puisne Judge found that both claims were bad, and for the reason that appellant had brought a speculative action which ought to be discouraged his Lordship rightly refused to give appellant his costs.

Their Lordships allowed the appeal with costs in terms of the notice of motion.

SUPREME COURT.

Tuesday, 23rd May, 1911.
IN APPELLATE JURISDICTION.

[BEFORE THE FULL COURT]

A QUESTION OF COSTS.

The Chief Justice (Sir Francis Piggott) and the Puisne Judge (Mr. H. H. J. Gomperts) sat to hear a motion by Mr. Eldon Potter for an order against so much of the decision of Mr. Justice Hasland on 13th February in the action Shun Yik Chew v. Man Chun firm as ordered that the parties pay their own costs and that the order be that the defendants pay the plaintiff's costs of the action except so far as they had been increased by the plaintiff's claim to \$370, part of the plaintiff's claim, and that the plaintiff pay to the defendants their costs so far as they had been increased by such claim on the ground that there was no good reason for depriving the unsuccessful plaintiff of all his costs.

Mr. Eldon Potter, instructed by Mr. Otto Kong Sing, appeared for the appellants, and Sir Henry Berkeley, K.C., instructed by Mr. Goldring, acted for the respondents.

Mr. Potter explained that the appellants were plaintiffs and defendants, and, having read the stated case, said that the Man Chun firm claimed from Shun Yik Chew \$98.60, and the defence to that was a set off, Shun bringing a cross-action for \$531.88. This cross-action was successful to the extent of \$243, and the Puisne Judge setting off the \$98.60 claimed by the Man Chun firm gave a net judgment for Shun to the amount of \$144. In fact the appellants had specific judgment in the two actions. The Man Chun firm asked that the actions be re-heard. The Puisne Judge acceded to the application, and on the re-hearing adhered to his former judgment, both parties being deprived of their costs. Counsel contended that appellants were entitled to their costs on the issues on which they had succeeded. From beginning to end there was no suggestion of misconduct on the part of either party. In conclusion, he submitted there were no grounds on which the Puisne Judge could have exercised his discretion to make no order for costs.

The Chief Justice said to disturb an order of a Judge in summary was difficult.

Sir Henry Berkeley submitted that the order should not be disturbed. Whether the Judge was justified in making the order he did depended upon the material before him at the time, but Counsel pointed out that the Puisne Judge found that both claims were bad, and for the reason that appellant had brought a speculative action which ought to be discouraged his Lordship rightly refused to give appellant his costs.

Their Lordships allowed the appeal with costs in terms of the notice of motion.

SHIPPING NOTES.

It is stated at Vancouver that recently a petition was received from Manila by the merchants of the Philippine Islands port requesting the C.P.R. to extend the trans-Pacific service to Manila from Hongkong.

Shipping men are awaiting with keen interest the publication of the Harbour Master's Report for 1910, so that they might learn something more about that increase of 17,875 in the number of ships entered and cleared, about which H.E. the Governor had something to say at the last meeting of the Council. The announcement seems to have created a good deal of astonishment in shipping circles.

The British steamer *Queen Alexandra* from Portland, Oregon, for Shanghai arrived at San Francisco recently for survey and reported that on leaving Portland she struck the Columbia river bar 15 times causing considerable damage, and had 20 feet of water in the forepeak, and the same amount in the Nos. 1 and No. 2 holds. Being surveyed it was found that ten planks had to be removed, fairied and replaced, eight plates to be fairied in place, thirty frames bent, thirty margin brackets to be removed, fairied and replaced, port side bilge keel damaged and bent entire length, but must defer being repaired owing to cargo. Rudders damaged, many rivets broken and loose, propeller broken, twenty deck plates bent to be removed, fairied and replaced, ten to be fairied in place, four main deck beams buckled or bent to be removed, fairied, and replaced, two lower hold beams buckled or bent, stanchions twisted.

We learn from Japan papers that the Toy Kisen Kaisha has been negotiating with the Kawasaki and Mitsu Bishi Shipbuilding Yards for the construction of a 9,000 ton steamer. Which yard will have the order has not yet been decided. With the new steamer the Steamship Company intends to replace the *Hongkong-maru*, the subsidy for which will be discontinued within a few years on account of her age. The Company also intends to construct another steamer in the near future. It may be stated that the new steamer *Shunyu-maru* of the Company, now in course of construction at the Mitsu Bishi Shipbuilding Yard, will be placed on the Pacific route in September, when the *America-maru*, sold to the Osaka Shosen Kaisha, will have to be delivered to the purchasers.

The Osaka Shosen Kaisha is at present much occupied, the Japan Gazette says, in enlarging the scope of its business. In addition to two steamers, each having an aggregate tonnage of 3,000 tons, recently ordered from Messrs. Armstrong & Co., the Osaka Shosen Kaisha has purchased a British steamer of 5,000 tons, and the *America-maru* from the Tokyo Kisen Kaisha, to be used on the Formosa route, the former costing £250,000 and the latter £630,000. The British steamer purchased is the *Indrapura*, which is to be transferred to her new owners next month at Kobe.

The *America-maru* will be taken delivery of in September. The two steamers ordered from Messrs. Armstrong & Co. will be brought to Japan during the course of the year and be placed on the South China service. It is stated that the purchase price of the *America-maru* is to be paid in three yearly installments.

CORONATION CELEBRATIONS.

THE GOVERNOR'S RECEPTION.

As the arrangements in connection with the reception to be given by H.E. the Governor on Coronation Day do not appear to be clearly understood, we may state that His Excellency's desire is, as far as possible, to receive the whole community, the only limitation being that evening dress shall be worn. In anticipation of a very large attendance, His Excellency will avail himself of the powers conferred by the Public Places Regulation (Amendment) Ordinance passed in 1909 to attach the eastern Public Gardens to the grounds of Government House, for the occasion. Guests as they are received by His Excellency in Government House will pass through to the lawn and will thence proceed along a path, illuminated by Japanese lanterns, to the Public Gardens, which will be similarly illuminated. Here His Excellency will entertain his guests with refreshments, and a Band will be in attendance.

No card of invitation will be issued, but in order that some idea may be formed of the number of ladies and gentlemen likely to attend the reception, lists for signature will be deposited at various places in the Colony which will be announced later.

The Coronation Committee will arrange to entertain in the Western Gardens those who do not avail themselves of the invitation extended by H.E. The Governor.

ADDITIONAL SUBSCRIPTION LIST.

Cawasjee Pawansjee and Co. \$150
H. W. Robertson 100
North China Insurance Co. 100
G. M. Young 50
G. N. Orme 20
J. Reid 25
W. Murray Scott 15
The Bishop of Victoria 15
H. M. Webb 15
E. G. Newall 10
W. Nicholson 10
G. E. Stewart 10
Robert Innes 10
John Lennox 10
J. Sutherland 10
M. M. Murray 10
A. R. Austin 10
E. Macgregor 10
K. E. Greig 10
M. Obrenski 10
Ross, Shamrock and Thistle Hotel 5.50
T. J. Fisher 5
E. Burns Fye 5
W. B. Marshall 5
C. H. Hickling 5
H. B. Makin 5
J. M. MacIntosh 5
T. L. Relton 5
H. S. Kenett 5
B. F. Chapman 5
A. L. Dawson 5
P. W. A. Wilkie 5
E. L. Shaw 5
J. H. Little 5
A. Laing 5
C. M. Forrest 5
W. C. Barrett 5
J. D. Danby 5
P. K. Rodger 5
C. B. Bone 5
J. R. Kinchorn 5
C. C. Knight 5
A. V. Monk 5
Frank Austin 5
J. Waldron 5
Edwin G. Guyby 5
T. E. S. Redson 5
Ralph H. Cousins 5
J. Weir 5
J. B. Chapman 5
A. Henderson 5
W. J. Eldridge 5
A. P. Dashwood 5
J. Macdonald 5
J. G. Symanton 5
C. Stratford 5
A. Davidson 5
W. J. Hill 5
R. A. Ferguson 5
S. R. Aitken 5
H. E. Dunipace 5
J. Simpson 5
W. Mackay 5
T. G. Worth 5
A. Hamilton 5
W. Kerr 5
P. T. Farrell 5
W. H. Worth 5
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A. Macleod 5
J. E.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box 53. Telephone No. 12.
Telegraphic Address: PRESS Codes: A.B.C.
5th Ed. Lieber's.

NEW ADVERTISEMENTS

TOYO KISEN KAISHA.
NOTICE TO CONSIGNEES.

S.S. "NIPPON MARU."

FROM SAN FRANCISCO, HONOLULU AND JAPAN PORTS.

THE above-named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on FRIDAY, the 25th inst., at 5 P.M., will be landed at Consignee's risk and expense and delivery must then be taken from Company's Godown.

No Fire Insurance whatever will be effected.

No Claims will be recognised after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on MONDAY, the 29th inst., afternoon, will be subject to rent and landing charges.

All chaffed and otherwise damaged Cargo to be left on Board or Godown, and examination of same to be arranged.

All Claims must be filed on or before TUESDAY, the 6th June, otherwise they will not be recognised.

K. MATSDA,

Agent.

Hongkong, 23rd May, 1911. [742]

BANK HOLIDAY.

In Accordance with Ordinance No. 14 of 1903 and Government Notification No. 9 of 13th January, 1911, the EXCHANGE BANKS will be CLOSED for the Transaction of PUBLIC BUSINESS TO-DAY (WEDNESDAY), the 24th instant, VICTORIA DAY.

Hongkong, 19th May, 1911. [727]

FIRE INSURANCE ASSOCIATION OF HONGKONG.

VICTORIA DAY.

NOTICE IS HEREBY GIVEN that all FIRE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS TO-DAY (WEDNESDAY), the 24th May.

By Order, A. R. LOWE,

Secretary.

Hongkong, 23rd May, 1911. [738]

MARINE INSURANCE ASSOCIATION OF HONGKONG.

VICTORIA DAY.

NOTICE IS HEREBY GIVEN that all MARINE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS TO-DAY (WEDNESDAY), the 24th May.

By Order, A. R. LOWE,

Secretary.

Hongkong, 23rd May, 1911. [739]

GEO. FENWICK & CO., LTD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above-named Company will be held at the HONGKONG HOTEL, at 12 Noon, on TUESDAY, the 30th day of May, 1911, when the following Special Resolutions will be submitted:

1. That GEO. FENWICK & CO., LTD. be wound up voluntarily.

2. That the partners in the Firm of Messrs. PELCY SMITH, SEETH and FLEMING, of Hongkong, be appointed Liquidators, with power for any one of them to exercise any of the powers of such Liquidators.

The above Resolutions if passed will require confirmation at a subsequent Extraordinary General Meeting.

By Order of the Board of Directors,
JOHN I. ANDREW,
General Manager.

Hongkong, 22nd May, 1911. [740]

MACAO STAMPS!

A BOUT 30 Stamps in use, price about \$5.00. The Stamps may be had with or without the post mark. Cash with order; postage and registration paid by the buyers.

L. M. DOS REMEDIOS.

Macao, 17th May, 1911. [716]

BUTTER.

OUR "DAISY" BUTTER is the Finest Quality Table Butter Imported.

We Stock Three Other Brands at Prices to suit all.

THE

DAIRY FARM CO., LTD.

[36]

GRACA & CO.

FRASER ST. (Hongkong Hotel Building),
Dealers in POSTAGE STAMPS, VIEW POST CARDS, FLOWER SEEDS, CIGARS, BOOKS, &c.

Just Received a Selection of Postage Stamp Catalogues for 1911. Pictures made of used Stamps, Note Papers and Envelopes with Hongkong Views.

Inspection Invited. [544]

PUBLIC COMPANY

HONGKONG FIRE INSURANCE COMPANY, LTD.

NOTICE.

NOTICE IS HEREBY GIVEN that Scrip Certificate with respect to 3 Shares numbered 6652/6654 in the above-named Company standing in the name of Mrs. MARIA PEREIRA MARQUES (deceased), of Macao, has been LOST, and should the same not be produced before the 2nd June, a new Scrip Certificate will be issued in favour of the said Mrs. MARIA PEREIRA MARQUES (deceased), and no transaction taking place under the old Scrip Certificate will be recognised by the Company.

JARDINE MATHESON & CO., LTD.

General Managers.

Hongkong, 18th May, 1911. [731]

WANTED

WANTED.

A N Experienced LADY TEACHER for Young Lady unacquainted with the English language. State terms, number of lessons given per week, hours, etc.

Apply to—

"118," Care of "Daily Press" Office.

Hongkong, 22nd May, 1911. [736]

EMPLOYMENT WANTED.

A Capable CHINESE with a good working knowledge of English desires employment. Satisfactory references as to character, &c.

Apply—

A. B. C., Cars of "Daily Press" Office.

Hongkong, 17th May, 1911. [715]

NOTICE.

COMPRADEORE REQUIRED.

A N European Firm requires a COMPRADEORE of good standing for its Custom Branch. Security \$100,000 at the least in Hongkong Property or cash. Apply in writing marked "COMPRADEORE" to—

DEACON, LOOKEE & DEACON,

1, Des Vaux Road,

Hongkong, 25th March, 1911. [502]

FOR SALE

FOR SALE.

I N SHAMNEEN, British Concession, Canton, TWO VALUABLE GROUND LOTS, Middle Avenue.

For particulars, apply to—

HERBERT DENT & Co., Canton.

Canton, 1st March, 1911. [390]

FOR SALE.

R URAL BUILDING LOTS Nos. 50 and 69, containing 72,430 and 16,770 square feet, respectively, and situated at the junction of Barker Road with Magazine Gap. Site prepared ready for building upon.

For particulars, apply to—

E. D. KOTEWALL,

Care of F. P. TALATI,

Ice House Street.

Hongkong, 15th May, 1911. [708]

HOTEL FOR SALE.

A T Coast Port; as a going concern. Proprietor retiring.

For further particulars apply to—

"HOTEL," Care of "Daily Press" Office.

Hongkong, 5th May, 1911. [671]

FOR SALE OR TO LET.

"K ENLIS," 75A, PEAK; SEVEN ROOMS; Large Verandas; American heating apparatus installed, making the House dry and comfortable throughout the year; Vegetable Garden, Croquet Lawn, 15 minutes' walk from Tram, 7 minutes by Rickshaw. One of the best situations at the Peak. Cool in Summer. Warm in Winter.

Apply—

THE HONGKONG LAND INVEST.

MENT & AGENCY CO., LTD.

Hongkong, 2nd February, 1911. [270]

FOR SALE.

R EMAINING Portions of MARINE LOTS 31 and 35, at PRAYA EAST, Approximate Area, 43,000 Square Feet.

TO BE LET OR SOLD IN LOTS TO SUIT TENANTS OR PURCHASERS.

L. M. DOS REMEDIOS.

Macao, 17th May, 1911. [716]

MACAO STAMPS!

A BOUT 30 Stamps in use, price about \$5.00. The Stamps may be had with or without the post mark. Cash with order; postage and registration paid by the buyers.

L. M. DOS REMEDIOS.

Macao, 17th May, 1911. [716]

BUTTER.

OUR "DAISY" BUTTER is the Finest Quality Table Butter Imported.

We Stock Three Other Brands at Prices to suit all.

THE

DAIRY FARM CO., LTD.

[36]

ENTERTAINMENT

THEATRE ROYAL.

SPECIAL NOTICE.

M. R. HENRY DALLAS has the pleasure to announce that

THE FOLLIES

WILL GIVE A

FINAL PERFORMANCE

ON FRIDAY, MAY 26TH.

When NEW SONGS, DUETS and CONCERTED NUMBERS will be introduced. This will positively be the LAST APPEARANCE IN HONGKONG OF THE FOLLIES, as they embark on Saturday, May 27th, for India and South Africa.

Plans at MOUTRIE'S.

Hongkong, 22nd May, 1911. [737]

TO LET

FIRST FLOOR of No. 4, DES Vaux ROAD CENTRAL GODOWNS in Mason Lane good for storage of Wines and other Articles. Rent moderate.

Apply to— DAVID SASOON & CO., LTD. Hongkong, 20th May, 1911. [627]

TO LET—NEAR CLOCK TOWER.

SEVERAL CONVENIENTLY SITUATED ROOMS, suitable for Office, Ground and First Floor.

Apply—"REX" Post Office Box 418. Hongkong, 9th May, 1911. [687]

TO LET.

GODOWN, No. 4, New Praya, Kennedy Town.

Apply— THE HONGKONG LAND INVEST. MENT & AGENCY CO., LTD. Hongkong, 1st May, 1911. [116]

TO LET.

FLATS in Nathan Road.

FOUR-ROOMED HOUSES newly painted and colour-washed throughout. Cheap rent. NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals.

KOWLOON MARINE LOT 48, Yau Ma Tei, Area 85,200 square feet with 255 feet Sea Frontage. Also suitable for Storage of Coal, Timber, &c.

Apply to— HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED. Hongkong, 14th February, 1911. [543]

TO LET.

GODOWNS, 95 and 96, Praya East.

Apply— CHATER & MODY. Hongkong, 31st March, 1911. [121]

TO LET.

NOS. 9 and 10, MACDONNELL ROAD.

GODOWNS. To Let, at Blue Building, 4A, Praya East. (REGGAN), 39, THE PEAK. OFFICES in KING'S BUILDING, 4th floor. GODOWNS, 151 to 155, PRAYA EAST.

SEMI-EUROPEAN FLATS, Praya East, corner of Observation Place. The Trams stop at the door. Also New EUROPEAN FLATS, adjoining the new Seaman's Institute, Praya East.

Apply to— THE HONGKONG LAND INVEST. MENT & AGENCY CO., LTD. Hongkong, 24th May, 1911. [113]

TO LET.

ELEGANTLY Furnished and arranged Flat To Let. Cool and every convenience. Spacious Verandahs, Fine Views back and front. Moderate Rental.



NAPIER JOHNSTONES'

"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER
150 YEARS.THE SAME TO-DAY AS IN
1745.BEWARE OF
IMITATIONS.SOLE AGENTS IN HONGKONG:
LANE, CRAWFORD & CO.,
and from ALL WINE MERCHANTS.

[56]

THIS WONDERFUL SYPHON

Makes Mineral Water instantly at 90 cents a dozen Sypheons. Anyone can do it. Failure is impossible. And you can save 50 per cent. by making your own Mineral Waters at home with the

"PRANA"

SPARKLET SYPHON,

which lasts a lifetime and can be purchased from any Chemist or Stores.

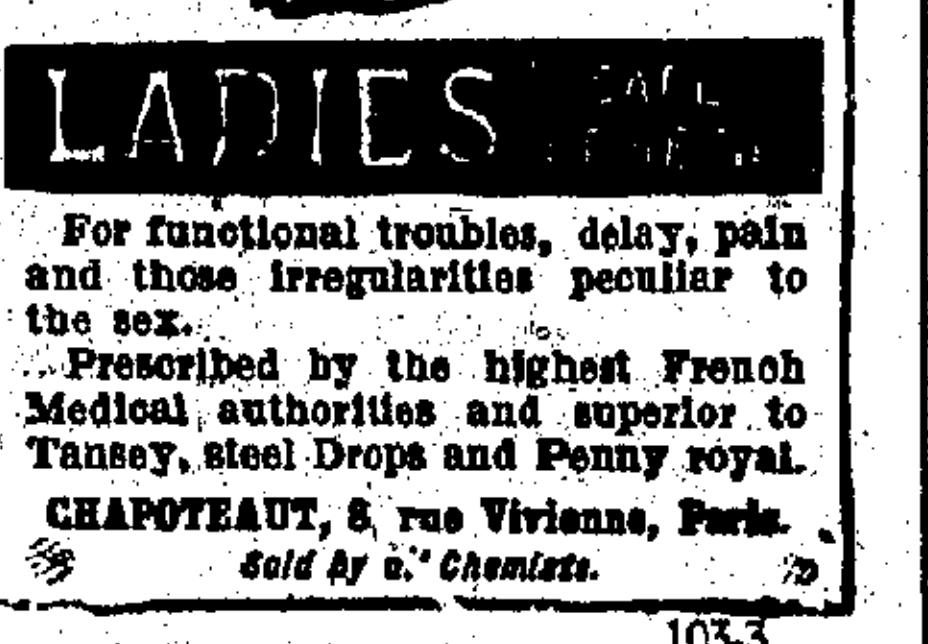
PRICE--\$2 Each.

BULBS AT 90 cents per box.

WHOLESALE PRICE--

SYPHONS per doz. \$16.00 f.o.b.

BULBS per doz. boxes \$8.00 f.o.b.

KWONG SANG HONG, LTD.,
WHOLESALE AGENTS,
246 & 248, Des Voeux Road, Central,
HONGKONG.行發總
公司限有行生廣港香
[386]

HEALTHY LIFE IN CHINA.

Punani's old and tried, but nevertheless true, saying: "Is Life worth living?—That depends upon the Liver," applies more to residents in China than to anyone else—only those who suffer know how very much more. And yet there is no reason why this should be so, why a man should not be just as fit in China as in the home country. The majority of those who come out do not regulate life in accordance with the changed conditions of tropical countries. To be well and to keep well requires the greatest care and discipline. In a country like China, where the extreme heat makes so enormous a difference to life that the requirements of the body should be regulated with more than ordinary care. But if we keep the digestive organs healthy and the nerve machine in good working order, one can be as well and healthy in the tropics as in Piccadilly. And we can do so, for medical science has evolved a substance that, whilst easily digested, contains in happy combination the two vital properties for nourishing the body and for stimulating and feeding the nerves:

Sanatogen, the nerve food, is almost universally recognized by medical men as a true scientific food. Readily digestible—so much so that its use in the acute stage of typhoid fever is professed by many physicians—with a high nutritive value, almost every atom of it being absorbed and assimilated, rich in that necessary element of all the tissues of our body phosphorus. Sanatogen forms at once an almost perfect and complete diet for the low-power system which most residents in China possess. Used in time it will prevent that devitalization of nerves and indolence of digestion, respiration, circulation, etc., which all dwellers in tropical climates know and dread so much.

Mr. Hall Caine extols its virtue:

"Whitehall Court, London, S. W.
"My experience of Sanatogen has been that as a tonic nerve food it has on more than one occasion done me good."

Hall Caine

Even when one of the numerous insidious tropical diseases has gained foothold, Sanatogen, according to medical testimony, is a power with which to dislodge the foe, if scientific theory and actual practice in the cases of enteritis and other fevers have any weight at all. The author of a paper in the *Indian Medical Gazette*, December, 1906, entitled, "The Maintenance of Health in Tropical Climates," states this opinion: "For residents in tropical climates, suffering from general debility, the best and most readily assimilable food is a combination of casein with glycerophosphate. This cannot be prescribed as an ordinary mixture, pill, or powder, but for some years past I have used the preparation known as Sanatogen, which is composed of 95 per cent. of pure casein and 5 per cent. glycerophosphate of sodium. I have used Sanatogen on a large scale, and have every reason to be satisfied with the results obtained."

This is only one of over 12,000 written endorsements from physicians. If any further proof were required, it is to be found in the vast number of letters from distinguished men and women who have themselves derived benefit from the use of Sanatogen.

Madame Sarah Grand, the distinguished authoress, writes:

"10, Grove Hill, Tunbridge Wells.
"I am glad to be able to tell you that Sanatogen has done everything for me which is said to be able to do for cases of nervous debility and exhaustion. I began to take it after nearly four years' unbroken illness from extreme debility and felt the benefit almost immediately. And now, after taking it steadily three times a day for twelve weeks, I find myself able to enjoy both work and play again, and also able to do as much of both as I ever did."

Sanatogen

Sanatogen, which is a fine white powder, is put up in bottles, and can be obtained from all chemists.

An engraving booklet, containing matters of vital importance to well-being in the Tropics, has recently been issued. It is from the pen of a physician long resident in the Tropics, and is entitled, "How to keep well in tropical climates." It should be in the hands of all desirous of knowing how to get well and keep well. A copy can be obtained free of charge from Messrs. A. S. Watson & Co., Hongkong, from whom also Sanatogen can be purchased. Send a postcard to-day, mentioning the "HONGKONG DAILY PRESS."

[105-206]

BRITISH OR CHINESE?

A SAILOR'S VIEW OF THE MERCHANT SEAMEN QUESTION.

The following letter has appeared in the *Daily Graphic*:

Sir,—In your leaderette of the 21st of April you write of "A responsible firm of shipowners" who state that they employ Chinese seamen in preference to British because the former are more trustworthy. You assumed that "the statement is not intended to be universal in application"; yet presumably, it applies to the crews of a responsible firm of shipowners. In other words, self-respecting British seamen could not nor will not serve that shipowner.

Lord Weardale proposed, and the Bishop of Hereford seconded, a vote of thanks to the Lord Mayor. Sir George Reid, High Commissioner of Australia, speaking in support, said the great masses of people in England and Germany were in favour of peace, but the trouble was to knock that idea into the heads of dyspeptic editors who could not fight and some nervous statesmen who could not keep still. (Laughter and cheers.)

The Bishop of Ripon supported the resolution, which was carried.

Lord Brussey seconded the resolution, and, speaking as president of the Associated Chambers of Commerce, said that many considerations enabled the calling of the trader. It was something more than the exchange of goods for profit. It created bonds of union between nations. When the German Emperor last spoke at the Guildhall he claimed that his reign had been an era of peace, and he had given touching proofs of his regard for our country and our Royal House. Let us reciprocate by our friendship for the German people. (Cheers.)

The resolution was carried.

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The

INTIMATIONS

The REMINGTON TYPEWRITER

is the universal saver, it is a time saver, a labour saver, a trouble
saver, an expense saver, and a business builder.

SIEMSSEN & Co.,

SOLE AGENTS

FOR

HONGKONG, CANTON AND SOUTH CHINA
AND FORMOSA.

NOTICES TO CONSIGNEES

NORDDEUTSCHER LLOYD, BREMEN,
IMPERIAL GERMAN MAIL LINE

NOTICE TO CONSIGNEES.

THE Steamship

"DEFFLINGER," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 24th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst., at 9.30 A.M.

All Claims must reach us before the 26th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

This Steamer brings Cargo:

Ex.s.s. "Deli" from Medan.
NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
General Agents.

Hongkong, 17th May, 1911. [5]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

The Steamship "LOVAT."

FROM GLASGOW, LIVERPOOL
AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Holt's Wharf at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 18th June, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th inst., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.

Hongkong, 18th May, 1911. [728]

NORDDEUTSCHER LLOYD, BREMEN,
IMPERIAL GERMAN MAIL LINE

NOTICE TO CONSIGNEES.

THE Steamship

"NECKAR," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst., at 9.30 A.M.

All Claims must reach us before the 26th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
General Agents.

Hongkong, 17th May, 1911. [5]

NOTICE TO CONSIGNEES.

THE Steamship

"BALTIC," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst., at 9.30 A.M.

All Claims must reach us before the 26th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
General Agents.

Hongkong, 17th May, 1911. [5]

SHIPPING IN PORT.

STEAMERS

ANGHIN, German str., 1,005, Chr. Kumpel, 21st May—Bangkok 14th Rice and Teak—Butterfield & Swire.

ANHUI, British str., 1,350, J. B. Harris, 22nd May—Shanghai 18th May, General—Butterfield & Swire.

BLOEMFONTEIN, British str., 1,958, J. B. Pattison, 6th May—Singapore 30th April, General—Shewan, Tomes & Co.

BOEING, German str., 1,344, F. Sembill, 20th May—Sandakan 16th May, Timber and General—Malchers & Co.

CANTON, Swedish str., 2,190, J. M. Renstrom, 17th May—Gothambique and Antwerp 27th May—General—Olof Wik & Co.

CATTERINE ARCA, British str., 1,730, L. C. Townsend, 18th May—Singapore 12th May, General—David Sasse & Co.

CHOISING, German str., 1,021, F. Brink, 17th May—Bangkok 10th May, Rice—Butterfield & Swire.

CHOSHUN MARU, Japanese str., 1,301, T. Yamaguchi, 20th May—Swatow 19th May, General—Osaka Shosen Kaisha.

CLARA JENSEN, German str., 1,132, H. Ipland, 19th May—Pulo Laut, General—Jebson & Co.

DAIJI, British str., 2,571, Milner, 12th May—Shanghai 8th May, Coal—Java-China-Petroleum Co.

FERNANDE HERMANOS, American str., 461, E. Silson, 20th May—Manila 16th May, Sugar—

FEI, Norwegian str., 860, N. G. Anders, 19th May—Dahli and Newchwang 13th May, Bean and Bean oil—Aagard, Thoresen & Co.

HANGSANG, British str., 1,356, S. Wilde, 19th May—Shanghai 14th May, General—Jardine, Matheson & Co.

HELENE, German str., 771, Bendixen, 22nd May—Swatow 21st May, General—Jebson & Co.

ISIDORE PONS, American str., 1,027, F. Xandoro, 7th May—Manila 3rd May, Barretto—Order.

KASHING, British str., 1,144, C. Laver, 22nd May—Chinkiang 17th May, Rice—Butterfield & Swire.

KHOYOWAI, British str., 1,115, J. Kübler, 7th May—Singapore 1st May—Butterfield & Swire.

KOREA, American str., 5,651, J. W. Saunders, 19th May—San Francisco 18th April, Mail and General—P. M. S. S. Co.

KOWLOON, German str., 1,454, E. Anders, 21st May—Hankow 10th May, Ground nut and Oils—Hamburg-American Line.

LONDON "Hongkong Daily Press" Office, 181, Fleet Street, E.C.

LONDON Mr. F. Alpa, 11, Clement's Lane.

LONDON Messrs. G. Street & Co., Ltd, 20, Cornhill, E.C.

OFFICERS OF COAST AND RIVER STEAMERS

The Book is printed from New Type specially

reserved for the purpose, and uniformly in every

arrangement greatly facilitates reference.

The features in the 1911 Edition are the

CLASSIFIED LISTS of TRADE and

PROFESSIONS at the larger Commercial

Centres.

The CHRONICLE and DIRECTORY, al-

though condensed in every possible manner,

contains every year more pages.

It was years ago universally pronounced to

be the cheapest work of the kind anywhere

published, and although very much enlarged

and improved in every way, the price in silver

is now below the equivalent of £1 5s, at which it was originally published.

It is published at the Office of the Hongkong

Daily Press, and can be had from, and Adver-

tised through, the principal Booksellers in Asia and through—

London "Hongkong Daily Press" Office,

181, Fleet Street, E.C.

London Mr. F. Alpa, 11, Clement's Lane.

London Messrs. G. Street & Co., Ltd,

20, Cornhill, E.C.

COLOURED PLATE OF FLAGS OF FOREIGN

HOUSES

MAP OF THE FAR EAST

PLAN OF YOKOHAMA

PLAN OF KOBE AND HYOGO

PLAN OF FOREIGN SETTLEMENTS, THIRTEEN

STRAITS SETTLEMENTS STOCKS AND SHARES.

RUBBER COMPANIES.

SINGAPORE, May 11.

For value each share £1. Calls paid up are:	Singapore Fraser & Co.'s Price, April 13	Dividends	For value each share £1. Calls paid up are:	Singapore Fraser & Co.'s Price, April 13	
15/- paid	Alor-Penggut .....	....	1/- paid	Malacca Ordinary	8.15.0
5/- "	Anglo-Johore	75%	1/- "	Mertiman	5/104
17/6 "	Anglo-Malay	12.10%	1/- "	Morton Syndicate	1.15.0
5/- "	Bakap	5%	1/- "	Mount Austin	1.15.0
5/- "	Banteng	10%	1/- "	North Hammock	15% " 10
5/- "	Batu Caves	16.00	15%	Paddington Java	4/3
5/- "	Batu Kawan .....	.....	1/- "	Pandan Johore	3.1.6 325% " 10
5/- "	Batu Tiga	5.3.6	10%	Tatingal	9/- 124% " 10
5/- "	Bernam Perak	3%	1/- "	Perak	10/- 10% " 09
5/- "	Do. Ordinary .....	.....	1/- "	Peniro Est.	10% " 09
5/- "	Bidor .....	.....	12/6 "	Ratanaf	10/- pm
5/- "	Blands Selangor .....	.....	12/6 "	Rim .....	.....
5/- "	Bukit Cito .....	.....	12/6 "	R. Est. of Krian .....	.....
5/- "	Bukit Kajang	2.16.0	114%	R. Johore of .....	.....
5/- "	Bukit Mertajam	3/9	10%	R. Johore .....	.....
5/- "	Bukit Rajah	16.10.0	80%	R. Johore	12.10.0 50% " 10
5/- "	Bukit Selangors	6.7.6	72%	R. Johore	6.10.0 40% " 10
5/- "	Castlefield .....	.....	10%	Selangor	3.2.9 275% " 10
5/- "	Cherokesak R. and Tin.	4.4	.....	Semah .....	.....
5/- "	Cheviot .....	.....	1/- "	Sendaban	1.17.6pm
5/- "	Chota Rubber .....	.....	1/- "	Seramban	4.12.3 16% " 10
5/- "	Cicely Ordinary	2.5.0	150%	Serangoon	3.15.0 30% " 10
5/- "	Consol. Malay	2.5.0	163%	Shelford .....	.....
5/- "	Damansara	1.3.4.3	75%	Sigintang (N. S.)	3.15.0 30

NEW BRITISH WARSHIPS.

The Times in a leader on May 2nd says:—On Saturday the great armoured cruiser *Princess Royal*, constructed by the Vickers Company, was launched from their shipyard at Barrow, and yesterday the great battleship *Conqueror*, constructed by Messrs. Beardmore, took the water from their shipyard at Dalmuir, on the Clyde. The *Conqueror* is the fourteenth so-called Dreadnought battleship to be launched, and the *Princess Royal* is the sixth so-called Dreadnought cruiser. We say "so-called" in both cases, because the classification which groups all these vessels together, whether battleships proper or cruiser-battleships, under the common appellation of Dreadnoughts, is not very scientific, and is rather apt to be misleading. It is true that they all have certain common characteristics. Their main armament is composed of guns of a single calibre, and they are all driven by turbine engines. The single calibre armament is a real and very important difference, so far as it goes, but it fails altogether to indicate the progressive fighting efficiency of successive ships of the type, and for this reason the habit of grouping them all in indiscriminately as Dreadnoughts is very apt to obscure in the popular mind the fact that throughout the so-called Dreadnought period of construction there has been a steady and very marked progressive development as regards all the main elements of fighting efficiency. This is made perfectly clear as regards Dreadnought cruisers by the comparisons made in an article which we printed last week between the *Princess Royal* and her predecessors of the Dreadnought type, and a similar comparison between the *Conqueror* and her predecessors would yield similar results. In point of fact, Dreadnought nomenclature, though useful at the time of its original employment, is now rapidly becoming obsolete. On the one hand, it emphasizes too strongly the difference between the original Dreadnought and her immediate predecessors, to the undue depreciation of the latter; and on the other, it takes no sufficient account of the fact that between the original Dreadnought and the latest ships of the type to be launched or designed there is, to say the least, quite as much difference as there is between the original Dreadnought and much of her immediate predecessors as are still to be found in the first fighting line.

With the launch of the *Conqueror* yesterday the last of the four "contingent" armoured ships of the much-debated programme of 1909-10 was put into the water, the *Thunderer* having been launched at Blackwall on February 1 and the *Monarch* at Elswick on March 31. It is intended that all these ships should be completed by the close of the current financial year, but it may be noted that a considerable sum—over £100,000 in the case of each of the three battleships, and over £150,000 in case of the *Princess Royal*—is given in the Navy Estimates for the current year as the "Total Outstanding Liability to Complete" at the end of the year. That, however, is very unusual characteristic of the accounts relating to ships nearing completion, and in any case the First Lord announced in his statement that six battleships and two armoured cruisers "are expected to be completed by the end of the financial year." According to the Navy Estimates, these must be the *Hercules* and *Colossus*, both now practically complete, and the four contingent ships, together with the *Orion*, battleship, now completing at Portsmouth, and the *Lion*, armoured cruiser, now completing at Devonport. Although full details are not yet available, and none are given even for the *Orion* and the *Lion*, both of which were launched last August, in the current Navy Estimates, yet it is and has long been well known that the two ships last mentioned, together with the four "contingent" ships represent a new departure in armament and its disposition which differentiates these so-called Dreadnoughts in a very pronounced fashion from all their predecessors of the same nominal type. Their main armament consists of 13.5in. guns—ten in the battleship and eight in the cruisers—all disposed in pairs on the midship line of the ship. This, then, is the type of the capital ship of the immediate future, whether battleship proper or battleship cruiser. The *Conqueror* will have a fire of four guns right ahead and right astern, and of ten guns on either broadside. The *Princess Royal*, having two guns less, will have a fire of four guns right ahead, two guns right astern, and eight guns on either broadside, and all these guns will be the most powerful yet devised, each capable of maintaining its fire at the rate of one round in 30 seconds. It is not the first time that guns of this calibre have been mounted in British battleships, for the ships of the Royal Sovereign class were armed with them. But the guns of the Royal Sovereign class could only fire at the rate of a round in two and a half minutes, and their ballistic quality was immeasurably inferior to that of the 13.5in. gun of to-day.

By the end of the current financial year, or very shortly afterwards, this country will have twenty ships of the so-called Dreadnought type completed and ready for commission, if not all actually in commission; but of these fourteen will be of approximately the same type as regards armament, though differing very materially among themselves in other important respects, while six will be armed with a much more powerful weapon. There are also five more armoured ships of the 1910 programme—four battleships of the 1910 class—and two armoured cruisers, to be called the *Queen Mary*, presumably of the *Princess Royal* class—now under construction, which will reproduce approximately the same type, though doubtless with such improvements as progressive policy may suggest; and before the end of this year five additional ships are to be laid down representing still further developments, possibly even another new departure in armament, though on this point no authentic information is forthcoming. When all these ships are completed in 1914 we shall have thirty so-called Dreadnought ships in all completed and ready for sea. But the improvidence of the current nomenclature will then be brought into strong relief by the fact that of these 30 capital ships 14 will be of the earlier type, having a main armament of 12in. guns, while 16 will be of the later and much more powerful type having a main armament of 13.5in. guns, and possibly some of them armament of even greater calibre. But the numerical equality of the two types will be re-established by the completion before that of the two large armoured cruisers now building, one the *Australia* for the Australian Commonwealth, to form with other craft now under construction the nucleus of the new Australian Navy, and the other the *New Zealand* for the New Zealand Government, to be added to the Royal Navy; but, as at present arranged, to be unmarked for service as the flagship of one of the squadrons of which the Pacific Fleet of the future is to consist, according to the understanding arrived at by the Conference of 1909 on Imperial Defence. These two ships, which will probably both be launched within the next two months, are of the indefatigable type, which is a development of the Invincible type, though armed with the same armament of eight 12in. guns. They will, no doubt, be the last capital ships to be built for the Imperial Navy having a main armament of less than 13.5in. calibre. They go to swell the total of

our so-called Dreadnought Fleet in 1914 to 32 capital ships in all, 16 of one type and 16 of another, but they cannot be reckoned as taking any direct part in our naval defence in home waters, since one will belong to the Navy of the Commonwealth and the other will be allocated to the Pacific. That, however, is a consideration of no great practical moment, because adequate naval strength in the aggregate is the thing which chiefly concerns the Empire at large, while its distribution at any given juncture is a question of strategy which had best be left, and we trust always will be left in times of stress, even by the Dominions which prefer to develop their own Navies, to the unfettered discretion of the Admiralty as representing the whole Empire.

WEATHER REPORT.

On the 23rd at 11.55 a.m.—The depression lying over the N.E. part of the Sea of Japan yesterday has passed to the Pacific. Barometric changes in other areas are slight. Pressure is relatively high over the Yellow Sea, and over the Pacific to the East of the Bonins, and relatively low over S.W. China, and the Pacific to the E.E. of the Looches.

Light or moderate S.E. winds may be expected over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 1.07 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood. (E. and S.E.)

Formosa Channel ... winds, moderate.

South coast of China between Hongkong and Lamocka. Same as No. 1.

South coast of China between Hongkong and Hainan. Same as No. 1.

* S.E. winds, light or moderate; thunder showers.

THE DERBY SWEEP.

HOW TO SPEND THE MONEY—WHEN YOU'VE WON IT.

Castles in the air (writes G. R. in the *Advocate of India*) are being freely built just now on foundations of a successful draw in the Derby Sweep, and from all that one hears these castles are almost invariably of the same monotonous design: an immediate retirement and withdrawal to England to settle down there in peace and comfort. These are the views not only of boys of twenty, scarcely yet sunburnt, but of service-worn men, of thirty and forty, who ought to have realized long ago that happiness lies in anticipation, not in the fulfilment of one's desires. To win the Derby Sweep, worth, say, £35,000 (that is the figure given for last year, i.e., half the share sold for £7,000 and £28,000 from the realization of the other half), means an income of from £1,000 to £1,300 a year. Once in the possession of this, one's mind looks backward on his former poor estate; instead it looks upward at those with incomes of £2,000 to £30,000 a year and vainly hopes that he might be blessed with the same. In fact the joy of winning the Derby Sweep may be said to be limited to the period between the winning of it and the date of settling down into the new life—at the most a couple of months or so.

JOYS OF ANTICIPATION.

The wise man who realizes that happiness in anticipation, will go about the spending of his fortune in quite a different way. To most of us an additional Rs. 150 or Rs. 200 a month would mean a great deal for at least three or four months, not for longer. If, together with this additional increment to one's income, one had the prospect of further additional increments at regular periods of one or two years, the joys of anticipation would be perennial, and one would have the satisfaction of eventually coming into an income of £2,000 a year or more, for one's arithmetic books at school taught that a sum of money left at compound interest of 5 per cent. will double itself in fourteen years.

Besides arranging to have a regular increment of income one might also set apart a sum to be divided into small "legacies," as it were, to come to an at uncertain intervals, and these legacies might be of different sizes, drawn by lot and unknown to the legatees. Thus, if £1,000 were set apart for the purpose, it might be divided up into, say, six legacies of £300, £200, £150, £150, £100, and £100, and dates drawn on which these come due.

One must remember that the Derby Sweep, which means a fortune in India, becomes a mere competence in England, and it would be well to enjoy to the full all the joys that have often been projected if one had but a few hundred rupees more in India. The beggar who suddenly took a diet of caviare, pate de foie gras, oysters, and asparagus after having been used to little but bread and water, would miss half the joys of good living, and so with the man who tries to jump from an income of £400 a year to one of £1,400.

ON BLUDING THE PROCEEDS.

Of course there would be difficulties in the way of the scheme that has been outlined, and it may be imagined that considerable strength of will would be needed to use just so much of the money and no more. A little ingenuity would soon, however, devise a way of tying up the money in such a way that one could not hurry the rate of realization. A charitable institution, for instance, who would profit by a bequest of contingent gift (is there such a legal phrase?) if the conditions laid down for oneself were broken, would act the part of policeman, and safeguard in the way of an arbitration committee for exceptional cases where extra money was urgently required could be also arranged. It would not really be difficult to arrange things as advocated here, and it is certain that at least ten times the amount of joy could be extracted out of the winning of the Derby Sweep if one spent it on these lines than if it were "blued" on the conventional lines.

LATEST STEAMER MOVEMENTS.

The C.P.R. Co.'s str. *Empress of Japan* arrived at Shanghai at 5 a.m. on the 23rd inst., and left again at 6 p.m. same day for Nagasaki, where she is due to arrive at 6 a.m. to-morrow. The Yokohama office of the C.P.R. Co. is in receipt of a wireless message from the R.M.S. *Empress of China*, sent at 8 p.m., Monday, 22nd May, when the vessel was 800 miles distant from Japan, advising all well and that the Commander expects to reach Yokohama on Thursday, the 25th instant.

The Bank Line str. *Lucifer* arrived at Yokohama on the 23rd instant a.m.

ON SALE.

BOUND VOLUMES of the *HONGKONG WEEKLY PRESS*, July to December, 1910. With INDEX. Price \$7.50. On sale at the "HONGKONG DAILY PRESS" Office. Hongkong, 28th March, 1911.

BY ROYAL WARRANT
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H.M. KING GEORGE V.
JOHN BEGG'S FAMOUS SCOTCH WHISKY.
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WHAT IT has done for OTHERS it will DO FOR YOU

Its refreshing and exhilarating effects are a revelation to those who have never tried it before:

"WINCARNIS" has a charm all its own, which you cannot fail to appreciate.

The combination of all that is most nourishing in Beef and Malt is prepared in Wincarnis gives a TWO-POWER STANDARD that cannot be equalled for giving Strength and Stamina, Vitality and Force to Men, Women and Children

BUY IT TO-DAY

From any leading Chemist.

MUSTARD & COMPANY

Wholesale Distributors for China and Hongkong.

No. 22, Museum Road, Corner of Soochow Road, Shanghai 1402

VISITORS AT HOTELS.

HONGKONG TIDE TABLE.

From May 24th to 30th, 1911.

Day of Week	Days of Month	HIGH WATER.		LOW WATER.	
		Hongkong Mean Time.	Height	Hongkong Mean Time.	Height
Wed.	24	6.36	5 ft. 3 in.	0.32 a	1 ft. 6 in.
		6.8	5 ft. 3 in.	0.32 a	3 ft. 2 in.
Thurs.	25	6.56	5 ft. 3 in.	0.40	1 ft. 7 in.
		7.13	5 ft. 3 in.	1.28 a	2 ft. 3 in.
Fri.	26	7.25	6 ft. 4 in.	1.14	1 ft. 9 in.
		7.81	5 ft. 2 in.	2.18 a	1 ft. 5 in.
Sat.	27	7.59	7 ft. 0 in.	1.47	2 ft. 1 in.
		9.10	5 ft. 0 in.	3 ft. 6 in.	0 ft. 8 in.
Sun.	28	8.35	7 ft. 5 in.	2.21	2 ft. 4 in.
		10.9	4 ft. 7 in.	3.53 a	2 ft. 3 in.
Mon.	29	9.15	7 ft. 8 in.	2.55	2 ft. 6 in.
		11.14	4 ft. 4 in.	4.40 a	0 ft. 1 in.
Tues.	30	9.57	7 ft. 9 in.	2.9	2 ft. 9 in.
			5 ft. 29 in.	0 ft. 0 in.	

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, May 23rd.

	Previous Day	On Date	On Date
	at 4 p.m.	at 10 a.m.	at 4 p.m.
Barometer	29.79	29.85	29.74
Temperature	75	77	77
Humidity	95	93	92
Wind Direction	E	East	E
Forced	2	2	2
Weather	o	o	o
Rain	—	1.07	—

Highest open air Temperature on 22nd 80

Lowest open air Temperature on 22nd 74

Mr. T. Aoki	Miss Lepreito
Capt. Thos Arthur	Mr. G. W. McEwen
Dr Bellincourt	Mr. G. Henry
Mr. A. P. Beattie	Capt. & Mrs. Merle
Miss Brandt	Dr. Michael
Mr. F. Bonnet	Mrs. Morrison
Mr. F. B. Botham	Dr. Muller
Mr. G. Botham	Mr. A. P. Nobbs
Mr. G. Botham	Mr. F. Packer
Mr. G. Botham	Capt. and Mrs. W. C. Passmore
Mr. G. Botham	Mr. J. Peeling
Mr. G. Botham	Mr. S. B. Kay
Mr. G. Botham	Dr. Schutte
Mr. G. Botham	Mr. E. E. Smith
Mr. G. Botham	Mr. L. Sunthorn
Mr. G. Botham	Mr. J. N. Varela

SHIPPING

ARRIVALS

AMIGO, German str., 822 W. Langschwager, 23rd May—Pakhoi 21st May, General and Pipe—Jeban & Co.
CHIYUEN, Chinese str., 1,177, Wm. Jamieson, 23rd May—Shanghai 20th May, General—C. M. S. N. Co.
CHOWTAI, German str., 1,195, W. Reher, 23rd May—Bangkok 12th and Swatow 22nd May, Rice and Meal—Butterfield & Swire.
HANMUN, British str., 641, J. W. Evans, 23rd May—Swatow 22nd May, General—Doughas, Lapakis & Co.
HANGANG, British str., 23rd May—Canton.
NIPPON MARU, Japanese str., 3,452, H. S. Smith, 23rd May—San Francisco 26th April, Mail and General—Toyo Kisen Kaisha.
NORD, Norwegian str., 730, G. Hartdsson, 23rd May—Toulou 20th May, General and Rice—Aagard, Thorson & Co.
PHIRANG, German str., 1,021, F. v. Mangelsdorf, 23rd May—Bangkok via Kohsichang 16th May, Rice—Butterfield & Swire.
SEXTA, German str., 992, N. Jensen, 23rd May—Bangkok 14th May, Rice—Chinese.
SUNGKANG, British str., 937, H. Mathew, 23rd May—Haiphong 21st May, General—Butterfield & Swire.
TUKINI, Dutch str., 1,000, H. Koop, 23rd May—Java and Muntok 17th May, General—Java-China Japan Line.
WINGANG, British str., 1,517, T. Le Lishman, 23rd May—Manil 20th May, General—Jardine, Matheson & Co.

CLEARANCES

AT THE HARBOUR MASTER'S OFFICE
23rd May.

Catherine Apcar, British str., for Singapore.
Closun Maru, Japanese str., for Swatow.
Fri, Norwegian str., for Chotof.
Hainan, British str., for Swatow.
Hainan, British str., for Ningpo.
Helene, German str., for Hoioh.
Hongkong, French str., for Haiphong.
Mitsukina Maru, Japanese str., for Singapore.
Skiam, French str., for Haiphong.
Telenchus, British str., for Saigon.
Yerimo Maru, Japanese str., for Takao.

DEPARTURES

23rd May.

AUSTRALIEN, French str., for Europe & AWA MARU, Japanese str., for Keelung.
CEYLON MARU, Japanese str., for Shanghai.
DRUFAR, Norwegian str., for Bangkok.
FAUSANG, British str., for Hongkong.
HAYANG, British str., for Swatow.
KASHING, British str., for Canton.
RAJAHUL, German str., for Swatow.
RAJAH, German str., for Bangkok.
TEAN, British str., for Manila.

PASSENGERS

ARRIVED

Per Tjikini, from Jara, & Mr P. Apcar.
Per Wingang, from Manila, Mrs L. Wilson, Mr Louis Layne, Mr H. Yastur, Mr F. M. A. Rose, Mr Daniel E. Foss and Mr C. O. Brown.

EXPECTED

Per P. & O. str. *Delhi* due here to-morrow, from London on 21st ult. for Hongkong, Mr and Mrs A. Beattie and children, Mr J. Smith; for Shanghai, Mr Duddridge and Miss Gibbs; for Yokohama, Mr J. Knox and Mr Sedgwick; from Marseilles on 23rd ult. for Shanghai, Mr E. N. Ensor and Mr J. Martin.

VESSELS EXPECTED

THE AMERICAN MAIL

The P. M. S. S. Co. str. *Siberia* from San Francisco en route to Hongkong, sailed from Yokohama on the 21st inst., and is due to arrive at Hongkong on the 30th instant.

The P. M. S. S. Co. str. *China* sailed from San Francisco on the 16th inst. for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 6th prox.

The P. M. S. S. Co. str. *Manchuria* sailed from San Francisco on the 16th instant for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Manila, and is due to arrive at Hongkong on the 16th prox.

THE AUSTRALIAN MAIL

The I.G.M. str. *Coblenz* left Yap on the 22nd instant, at 7 a.m. and may be expected here on or about the 30th instant a.m.

THE E. & A. str. *Aldeham* left Sydney on the 13th instant, for this port (via Queensland Ports, Timor and Manila).

The N.Y.K. str. *Nihon Maru* (Australian Line) left Sydney for this port via ports on the 17th inst., and is expected here on the 5th prox.

THE CANADIAN MAIL

The C.P.R. Co.'s str. *Empress of China*, left Vancouver, B.C. for Hongkong (via usual ports of call) on the 12th instant a.m.

THE ENGLISH MAIL

The P. & O. S. N. Co.'s str. *Delhi* left Singapore for this port on the 20th instant, at 1 p.m. with the outward English Mail, and is due here to-morrow at about 5 a.m.

THE GERMAN MAIL

The I.G.M. str. *Friuli Etzel Friedrich* carrying the German Mail with dated from Berlin of the 3rd inst., left Colombo on the 20th inst., p.m., and may be expected here on or about the 31st inst.

THE INDIAN MAIL

The Indo-China str. *Foosang* from Calcutta and the Straits left Singapore for this port on the 18th inst., and is due here to-day.

MERCHANT STEAMERS

The H.-A. Linie str. *Sachsen* left Shanghai on the 20th inst. p.m., and may be expected here to-day.

The N.Y.K. str. *Hitsachi Maru* (European Line) left Singapore for this port on the 19th inst., and is expected here to-day.

The str. *Aigburh Prince* has left Keelung and is expected here this morning.

The Austrian Lloyd's str. *China* left Shanghai for this port on the 20th instant p.m., and is due here to-day a.m.

The str. *Lothian* left Moji for Hongkong on the 19th inst., and is due here to-day.

The Barber Line str. *Suriya* from New York to Hongkong left Singapore on the 19th inst., and is therefore due here to-morrow.

The "Bon" Line str. *Benteli* from Leith, Antwerp and London, left Singapore on the 18th instant for this port.

The Mogul Line str. *Pathan* left United Kingdom on the 12th March for Hongkong via Straits.

The Mogul Line str. *Sikh* left United Kingdom on the 6th instant for Hongkong via the Straits.

The str. *Scatle Maru* left Tacoma for Hongkong via Japan and Manila on the 29th ult., and is due here on or about 8th prox.

The Olof Wijk & Co. str. *Nizkor* left Port Said on the 19th inst., and is expected here on the 15th prox.

The str. *Tokugawa* left London on the 28th ultimo, and is therefore due here on or about the 16th prox.

The T.K.K. str. *Kijo Maru* left Valparaiso on the 11th inst. for Hongkong.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections commanding from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4," together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

VESSELS ON THE BEACH

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo on Through Bills of Lading to Rangoon, Madras and Mauritius.)

THE Steamship

CATHERINE 'APCAE,' Captain L. C. Townsend, will be despatched for the above Ports TO-DAY, the 24th inst., at Noon.

For Freight or Passage, apply to

DAVID SASSON & CO., LTD., Agents.

Hongkong, 20th May, 1911. [725]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), Calling at SINGAPORE, PENANG, RANGOON, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND POET SAID.

(Taking Cargo on through routes to the PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"CHINA," Capt. Pavissich, will be despatched as above on FRIDAY, 26TH MAY.

This Steamer has capital accommodation for passengers, excellent cuisine, electric light, electric fan and carries a doctor and a steward.

For information as to Passage and Freight apply to

SANDER, WIELE & CO., Agents.

Princes Building, Hongkong, 19th May, 1911. [3]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, FREISIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DEVANHA," Captain H. Powell, carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 27th May, 1911, at Noon, taking passenger and cargo for the above ports in connection with the Company's s.s. "CHINA," 7,900 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Vanables, all cargo for France, Tea and cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, etc., will be conveyed via Bombay by the s.s. "CALEDONIA," due in London on the 9th July, 1911.

Parcel will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 15th May, 1911. [1]

"SHIRE" LINE OF STEAMERS, LTD.

FOR LONDON AND ANTWERP.

THE Steamship

"MONMOUTHSHIRE," Captain G. E. Warner, will be despatched as above about 3rd June.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 17th May, 1911. [719]

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

PORT	STEAMERS	TONS	TO SAIL
KOBE and YOKOHAMA ...	"COBLENZ,"	6,750	About Capt. L. KLUGKIST 30th May.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON ...	"BUELLOW,"	16,900	Wed'day, 31st May.
SHANGHAI, TSINGTAU, KOBE	"PRINZ ETTEL FRIEDRICH"	16,000	About Capt. E. MALCHOW 31st May.
JESSELTON, KUDAT and SANDAKAN	"BORNEO"	5,050	Saturday, 27th May, at Noon.
SINGAPORE, COLOMBO, SUEZ, PORT SAID, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"GNEISENAU"	16,000	About Capt. PH. OBENAUER, 16,000 tons 7th June.
MANILA, YAP, MARON, SAMAL, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE ...	"COBLENZ,"	6,750	Saturday, 17th June.

All the Steamers of the European Line are fitted with Wireless Telegraphic.

New System of Telefunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD, MELCHERS & CO., GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 22nd May, 1911. [5]



PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
HUBLI ...	4,000	S. Crosby ...	Manila, Cebu & Iloilo	On 30th May, 4 p.m.
ZAFIRO ...	4,000	M. C. Smith ...	Manila, Cebu & Iloilo	On 10th June, 4 p.m.

For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers, PHILIPPINES S.S. CO. [15]

For Liberty to Call at HONOLULU and SAN FRANCISCO.

(With Liberty to Call at HONOLULU and SAN FRANCISCO.)

STEAMSHIP TONS CAPTAIN TO SAIL

"HENRIK IBSEN" 4,578 ... Christian Smith ... On 20th June, Noon

Through Bills of Lading issued to Pacific Coast Points and all Eastern Canadian and United States Points.

For through rates of Freight and further information, communicate with or apply to

FRED J. HALTON, AGENT.

KING'S BUILDING, (Opposite Blake Pier). [94]

ON SALE.

RATES OF EXCHANGE AT HONGKONG

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PHILIPPINES S.S. CO.

**PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.**

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DELHI Capt. H. S. Bradshaw	6 A.M., 26th May	Freight and Passage.
LONDON—VIA USUAL PORTS	DEVANHA Capt. H. Powel	Noon, 27th May	See Special of Call.
LONDON AND ANTWERP VIA SINGAPORE, PE	SUMATRA Capt. W. R. Le Mare	About 31st May	Freight and NANG, COLOMBO, PORT SAID and MARSEILLES
SHANGHAI, MOJI, KOBE, NUBIA and YOKOHAMA	Capt. F. J. Fox	About 1st June	Freight and Passage.
LONDON and ANTWERP VIA SINGAPORE, PE	NILE Capt. E. F. Dally, E.N.R.	About 14th June	Freight and NANG, COLOMBO, PORT SAID and MARSEILLES
SHANGHAI, MOJI, KOBE, SIMLA and YOKOHAMA	Capt. C. D. Goldsmith, E.N.R.	About 15th June	Freight and Passage.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 24th May, 1911.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	"ANHUI"	On 25th May, 4 P.M.
HAPPHONG	"SUNGKLIANG"	On 27th May, Noon.
SHANGHAI	"CHENAN"	On 27th May, Night.
TIENTSIN	"KUEICHOW"	On 29th May, 4 P.M.
TSINGTAU, CHEFOO and NEWCHANG	"NANCHANG"	On 29th May, 4 P.M.
MANILA, CEBU and ILOILO	"KAIFONG"	On 30th May, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANJU".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light, throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING," Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung. FARE, £45 SINGLE and £60 RETURN. For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 24th May, 1911.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW

AND RETURN.

(Occupying 9 to 10 Days.)

STEAMERS	CAPTAIN	LEAVING.
"HAITAN"	Capt. J. S. Roach	FRIDAY, 26th May, at 11 A.M.
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 30th May, at 11 A.M.
"HAIYANG"	Capt. A. E. Hodgins	FRIDAY, 2nd June, at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN"

Capt. J. W. Evans

WED'DAY, 24th May, at 11 A.M.

SUNDAY, 28th May, at 10 A.M.

During the Month of July and August, RETURN TICKETS available for Three Months will be issued at a Reduction of 20 per cent. on the usual Rate to Foochow.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & CO.,
GENERAL MANAGERS

Hongkong, 24th May, 1911.

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

DEUTSCHE DAMPFSSCHIFFAHTS GESELLSCHAFT "HANSA"

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
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to MARSELLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genua, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

HOMeward.

OUTWARD.	FOR SHANGHAI, KOBE & YOKOHAMA:	FOR ROTTERDAM, HAMBURG & ANTWERP:	FOR ROTTERDAM, HAMBURG & ANTWERP:
SS. SLAVONIA	SS. SACHSEN	SS. SACHSEN	SS. SACHSEN
SS. SILVIA	SS. S. 19th June.	SS. BAYERIN	SS. BAYERIN
SS. HELLAS	SS. S. 20th June.	SS. ARCADIA	SS. ARCADIA
SS. SPEZIA	SS. S. 1st July.	SS. FREIBERGEN & HAMBURG	SS. FREIBERGEN & HAMBURG
SS. SILESIA	SS. S. 12th July.	SS. PREUSSEN	SS. PREUSSEN
SS. ALESIA	SS. S. 28th July.	SS. VANDALIA	SS. VANDALIA
For Further Particulars, apply to—	SS. VANDALIA	SS. VANDALIA	SS. VANDALIA

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 25th May, 1911.

INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
SHANGHAI via NINGPO	"HANGSANG"	Wed'day, 24th May, Noon.
MANILA	"WINGSANG"	Saturday, 27th May, 2 P.M.
SHANGHAI, KOBE and MOJI	"FOOKSANG"	Monday, 29th May, Noon.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Wednesday, 31st May, Noon.
TIENTSIN	"CHEONGSHING"	Friday, 2nd June, Noon.

RETURN TOURS TO JAPAN,

(OCCUPYING 24 DAYS).

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and return via Kobo (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze-Ports, Taicang, Weihaiwei, Chefoo, Tientsin & Newchang.

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For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD.,

Hongkong, 23rd May, 1911.

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS.	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG and COLOMBO, SUEZ and PORTSAID	KAGA MARU Capt. M. Hagiue	7,000	WED'DAY, 7th June, at Daylight
ATSUTA MARU Capt. Wm. Thompson	9,000	WED'DAY, 21st June, at Daylight	
SADO MARU Capt. J. Richards	7,000	SATURDAY, 17th June, from KOBE	
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE and YOKKAICHI, SHIMIZU and YOKOHAMA	INABA MARU Capt. S. Tominga	7,000	TUESDAY, 20th June, at 4 P.M.
STAMBA MARU Capt. K. Noda	7,000	TUESDAY, 18th July, at 4 P.M.	
YAWATA MARU Capt. J. Nagao	5,000	FRIDAY, 9th June, at Noon	
NIKKO MARU Capt. M. Yagi	6,000	FRIDAY, 7th July, at Noon	
HITAUCHI MARU Capt. T. Yamawaki	7,000	THURSDAY, 25th May, at 11 A.M.	
TOURA MARU Capt. Nomura	6,000	TUESDAY, 30th May	
NIKKO MARU Capt. M. Yagi	6,000	WED'DAY, 7th June, at Noon	

Fitted with New System of Wireless Telegraphy. * Carries Deck Passengers. * Cargo only.

CHEAPEST SUMMER RATES

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HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911.

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1ST CLASS \$120 \$110 \$100 \$90

2ND CLASS \$80 \$70 \$60 \$50

With Option of rail between Steamers' Calling Ports in Japan.

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U.S. MAIL LINE.

PACIFIC MAIL S.S. CO.

SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC via HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION.)

STEAMERS	TONS	SAILING DATES
* STEAMERS	18,000	SUNDAY, 28th May, at NOON.
* SIBERIA	18,000	FRIDAY, 9th June, at 1 P.M.
* MANCHURIA	27,000	SATURDAY, 24th June, at 1 P.M.
* MONGOLIA	27,000	

